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SWANSEA PORT

HEALTH AUTHORITY

ANNUAL REPORT

OF THE

MEDICAL OFFICER OF HEALTH

FOR THE YEAR 1952.

Port Health Offices - 10 Somerset Place,
SWANSEA.

Telephone number - Swansea 3523.

Telegraphic address - "Portelth" Swansea.

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THE SWANSEA PORT HEALTH AUTHORITY.

Members of the Authority:-

County Borough of Swansea.

Alderman T. W. Davies, J.P.

Alderman W. G. Rees.

Alderman C. Thomas.

Councillor D. C. Concannon.

Councillor W. Evans (Chairman).

Councillor D. A. Jenkins.

Councillor Sir Wm. A. Jenkins, J.P.

Councillor Dr. T. C. Mort.

Councillor A. Bainbridge.

Councillor W. P. Thomas succeeded by Councillor A.J.K. Hare.

Neath Rural District Council.

Councillor J. T. Evans, J.P. (Vice-Chairman).

Borough of Neath.

Councillor G. T. Rosser.

Councillor C. E. Williams.

Borough of Port Talbot.

Councillor J. K. Jones.

Councillor F. Snook.

Porthcawl Urban District Council.

Councillor D. R. Jones.

Cowbridge Rural District Council.

Councillor Holford Morgan.

Penybont Rural District Council.

Councillor E. F. King.

Clerk to the Authority.

T. B. Bowen, C.B.E., M.A. (Oxen).

Treasurer to the Authority.

W. B. Emmett.

Committee Clerk.

T. A. Jones, D.P.A.

Jurisdiction of the Port.

The limits of the jurisdiction of the Port Health Authority as defined by the Order constituting the Authority are as follows:-

"All that part of the said Port of Swansea which lies on the landward side of a straight line drawn from the Mumbles Point to the South eastern extremity of the said Port at Nash Point, together with the waters of the said Port of Swansea, within such limits, and all docks, basins, harbours, creeks, rivers, channels, roads, bays and streams within the aforesaid limits, and the place or places which may from time to time be appointed as the Customs Boarding Station or Stations for such part of the said Port and the place or places for the^{time} being appointed for the mooring or anchoring of ships for such part of the said Port under any Regulations for the prevention of the spread of diseases issued under the Authority of the Statutes in that behalf, and for the purposes of any Regulations as aforesaid shall also extend to any ship which in pursuance thereof, or of any directions given thereunder, shall be moored or anchored at the place appointed thereunder as aforesaid, or which shall be on its way thither."

Contributing Authorities.

The Contributing Riparian Authorities are the County Borough of Swansea, the Boroughs of Port Talbot and Neath, the Urban District of Porthcawl and the Rural Districts of Cowbridge, Neath and Penybont.

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To The Chairman and Members of the
Swansea Port Health Authority.

Gentlemen,

I have the honour to submit my Annual Report as the Port Medical Officer of Health of the Swansea Port Health Authority for the year ended 31st December, 1952.

This report is the 79th Annual Report and has been prepared in accordance with Article 17(5) of the Sanitary Officers (outside London) Regulations, 1935, and the Ministry of Health Circular 33/52 (Form Port 20).

The tonnage of vessels which entered the ports under the jurisdiction of the Authority during the year was 6,167,650, as compared with 5,325,978 tons in 1951, whilst the number of vessels was 5,720.

Details of the amount of shipping are set out in Table B of the Report.

Ships arriving from foreign ports whose crews were subjected to medical inspection were 137, the number of persons so inspected was 4,890, sanitary inspections conducted on foreign-going and coastwise vessels were 4,859. Nuisances and defects dealt with was 280. Written Informal Notices served and oral instructions given, together with the results of serving Notices are shown on page 38.

The number of passengers inwards and outwards during the year was 544 and 503 respectively; those arriving and leaving by the same vessel are not included in these figures.

Vessels carrying Alien passengers arriving at the ports of the Authority were 95, of which 8 were dealt with by the Medical Inspector of Aliens.

Aliens medically examined were 23, which included 1 Supernumerary and 1 Stowaway.

No case of plague, cholera, smallpox, typhus, yellow fever or relapsing fever was recorded during the year.

The number of cases of infectious diseases landed from Foreign Ports was 4 and they were as follows:- Chickenpox 1, Paratyphoid 1, and Tuberculosis 1. Cases occurring on ships from foreign ports but disposed of before arrival were 6, whilst 1 case was landed from a coastwise vessel.

On April 17th, 1952, a message was received from the Local Shipping Agents, in accordance with the Port Health Regulations 1933 and 1945, "that the tanker R.F.A. Derwentdale bound from the Persian Gulf to Swansea had landed a case of mild smallpox on the 9th April at Port Said, where all the crew were vaccinated, and that the vessel had left Port Said on the 10th April and was due in Swansea on the 24th April."

These dates, however, on further enquiry, were found to be incorrect for the case was landed on the 8th April at Suez and not Port Said, and the ship left on that date for Swansea.

On the 18th April a communication was received from the Ministry of Health, which informed me that a telegram had been received from the World Health Organisation at Geneva to the effect that a case of modified

smallpox had been landed at Suez from the above vessel.

As the ship neared the Port of Swansea, a wireless message was received from it on the 21st April stating that another seaman had been taken ill at 6 p.m. that evening with similar symptoms to those of the rating landed at Suez.

The following day, April 22nd, being the first opportunity when the ship could be visited, owing to the rough seas of the night which made boarding impossible, my Deputy, two Port Health Inspectors and I boarded the vessel which lay outside the territorial waters of the Port Health Authority, flying the appropriate signal (Q.L.)

The patient slept, previous to his illness and admittance to the ship's hospital, in a cabin which he shared with three other Indian ratings. One of these had been put ashore at Suez on the 8th April suffering from modified smallpox (reference the Ministry of Health letter of the 16th April, received on the 18th April).

At Suez on the 8th April all officers and crew were vaccinated and all vaccinations were successful except in two instances, namely with this patient, M..... E..... and the other member of his cabin. In regard to this latter person, he had had smallpox when a child. However he was re-vaccinated on April 22nd.

On the 13th March the S.S. Dara left Bombay bound for the Persian Gulf and, amongst the passengers she carried, were the forty-nine Indian crew for the Derwentdale. The Dara called at Karachi, Bahrein, Bushire and Muscat and then proceeded to Mena al Ahmadi (Elahmadi), where she arrived on the 21st March. Apparently the Derwentdale crew (49 Indians)

slept ashore in a dormitory at Mena al Ahmadi for two nights and joined the Derwentdale on the 23rd March. They had all been recently vaccinated in India according to their personal documents.

In the meantime, the Dara had landed a case of smallpox at Basrah (Iraq) on the 23rd March, but this information did not come to hand until the 28th April (Weekly Record No. 17/1952) - six days after seeing the patient on board the Derwentdale at Swansea.

On the 26th March the Derwentdale left Mena al Ahmadi for Swansea, and on the 6th April one of the native crew, A.... M... S. E....., aged 21, reported to his serang that he did not feel well. As his condition got worse the serang reported the matter to the Master on the 7th April.

The Captain, on seeing the man, suspected smallpox and immediately wirelessly Suez. On arrival at Suez, two doctors, one a Frenchman and the other an Egyptian, boarded the ship and, although at first they thought the case was one of chickenpox, they decided to send the case ashore for isolation and observation as a suspect case of smallpox, and all officers and crew were re-vaccinated.

Later the World Health Organisation at Geneva informed the Ministry of Health that a case of modified smallpox had been landed at Suez on the 9th April; actually the correct date was the 8th April.

Thus from the time of leaving the Dara on the 21st March to the day the patient was taken ill, namely the 6th April, sixteen days had elapsed.

On the 23rd March the case of smallpox was landed from the Dara, so presumably the patient of the Derwentdale had contracted the illness from him whilst on board the Dara.

As stated previously, the Derwentdale arrived outside Swansea on the 21st April and reported that a rating had been taken ill at 6 p.m. that evening, that is fourteen days after the first rating had been landed at Suez with smallpox, or sixteen days from the commencement of the latter's illness on the 6th April.

Thus, in view of the relevant history of the case, subsequently enhanced by the Dara incident, the clinical features of the case, the duration of the incubation period being correct for smallpox, the fact that the temperature was falling as the rash became more marked, that the rash first commenced on the face, that both patients had slept in the same cabin, that his vaccination at Suez had been unsuccessful, whereas, in all other instances, vaccination had been successful except in the case of the other rating who had had smallpox previously, and the absence of chickenpox amongst other members of the crew and officers, it was decided that the case must be one of modified smallpox.

In the meantime, the Ministry of Health was informed by telephone and, from the moment the case was investigated right up to the end the Ministry were communicated with almost daily.

Full protective measures were instituted from the beginning of the investigation, such as re-vaccinating the staff (who are normally done every three years) before visiting the vessel, and all those who desired it, - such as pilots, Customs etc., the vaccinating of contacts, wearing protective clothing, and the necessary disinfection of the ship's hospital and cabin where the rating slept before his illness commenced.

As soon as the Derwentdale docked (April 23rd), the ambulance, with its crew garbed in protective clothing and trained in procedure, drew alongside and the case transferred immediately.

The way from Swansea to Penrhys Smallpox Hospital is for quite a distance through crowded and congested thorough-fares, and I have for over two years pointed out the risk of conveying a smallpox patient such a distance from Swansea.

Early on April 27th the vessel left port and remained at anchor in the Bay, outside the jurisdiction of the port, where her tanks were ventilated.

On April 29th I received official intimation from the Smallpox Consultant that in his opinion the case was one of chickenpox and that the laboratory tests were negative.

On the 7th May the patient who had been removed to the Smallpox Hospital re-joined the ship, - that is fourteen days after his admittance to the Smallpox Hospital.

The number of seamen found to be suffering from venereal disease on vessels entering the port or occurring during stay in port was 27, whilst the total number who attended for treatment at the clinics was 467.

During the year the drinking water of 215 ships was sampled, and of this number 59 showed a high bacterial count, and 2 the presence of faecal pollution; 32 of the ships were British.

In regard to ships drinking water, I am of the opinion that it should be a statutory obligation on the part of the owners to see that the water tanks in their ships are cleaned out at least once every

quarter, so as to minimise the risk of dirty tanks, as experience and observations have suggested that the unsatisfactory bacteriological results are largely due to dirty tanks.

On page 23 will be found a summary of the three years' survey of the analysis of samples of drinking water during the years 1950 - 1952.

Regulations.

The following regulations came into force during the year:-

- (a) The Public Health (Ships) Regulations, 1952.
- (b) The Parrots (Prohibition of Imports) (Revocation) Regulations, 1951.

Assistant Inspector J. I. Rees and Miss C. J. Febrey, temporary Junior Clerk, resigned, - the former having obtained an appointment under another Authority and the latter to pursue a course of studies. Both vacancies have been filled.

In conclusion, I wish to express my thanks to the Chairman and the Port Health Committee, the Clerk to the Authority, the Staff, the Officers of H.M. Customs, H.M. Immigration Officers, the Officials of the Docks and Inland Waterways Executive, the Pilots, the local Agents, Superintendents of the various shipping firms and members of the Ministry of Transport staff locally, for their great assistance and willing help at all times.

I am, Gentlemen,

Your obedient Servant,

E. B. MEYRICK.

Port Medical Officer of Health.

SECTION 1 - STAFF.

TABLE A.

Name of Officer	Nature of Appointment.	Date of Appointment.	Qualifications.	Any other Appointments held.
E. B. Meyrick.	Port Medical Officer of Health	1949	L.R.C.P., M.R.C.S., D.P.H.	M.O.H. & School M.O. Swansea, C.B. Medical Inspector of Aliens.
R. Glenn.	Deputy Port M.O.H.	1950	M.B., B.Ch., B.A.O. D.P.H.	Deputy M.O.H. & School M.O. Swansea, C.B. Medical Inspector of Aliens.
H. R. Frederick.	Asst., Port M.O.H. (Port Talbot).	1945.	M.B., Ch.B.	Private Practitioner.
T. Imrie.	Asst., Port M.O.H. (Neath & Briton Ferry)	1932.	M.B., Ch.B.	do.
H. Bowen.	Chief Inspector & Rodent Executive Officer.	1930.	M.R.S.I., Cert. Meat and Foods.	-
D. O. Jenkins.	Deputy Chief Inspector.	1940.	C.S.I.B. Cert., Meat and Foods. Master Mariner's Cert.	-
T. J. Richards.	Assistant Inspector	1941.	C.S.I.B., Cert. Meat and Foods.	-
H. P. Edwards.	do. (Port Talbot)	1948.	A.R.S.I.	-

TABLE A. (Continued).

Name of Officer.	Nature of Appointment.	Date of Appointment.	Qualifications.	Any other Appointments held.
J. I. Rees.	Assistant Inspector	1950.	A.R.S.I., Cert., Meat and Foods.	-
D. J. Camp.	Temporary Asst. Inspector.	1951.	do	-
J. Bentley.	Assistant Inspector (Porthcawl).	1948.	-	Harbour-Master (Porthcawl).
P. H. Jones.	Rat Searcher.	1938.	-	-
A. Davies	M.O.H's Clerk.	1916.	-	-
C. J. Febrey.	Temporary Junior Clerk.	1951.	-	-

Address and telephone number of the Medical Officer of Health.

({ Medical Officer of Health, Guildhall, Swansea.
{ Tel. No. Swansea 55821. Ext. 79.
{ Port Health Offices, 10 Somerset Place, Swansea.
{ Tel. No. 3523.

Telegraphic Address "PORTELATH", Swansea.

SECTION 11. AMOUNT OF SHIPPING ENTERING THE DISTRICT DURING THE YEAR.

TABLE B.

Ships from	Number	Tonnage	Number inspected.		Number of ships reported as having or having had during the voyage, infectious disease on board.
			By the Medical Officer of Health	By the Sanitary Inspector.	
Foreign Ports	2,375	3,937,712	133	1,990	8
Coastwise.	3,345	2,229,936	3	2,869	2
TOTAL	5,720	6,167,648	136	4,859	10

The above figures of vessels arriving and inspected show an increase of 577 vessels as compared with the previous year, comprising a decrease of 299 in British and an increase of 278 in Foreign vessels. British vessels totalled 3,215 and Foreign 1,644.

Amount of shipping that entered the individual ports within the jurisdiction of the Port Health Authority.

District	Foreign	Tonnage	Coastwise	Tonnage	Total number of Vessels	Total Tonnage.
Swansea	1,848	3,417,850	2,808	2,085,937	4,656	5,503,787
Neath	-	-	155	31,383	155	31,383
Port Talbot	527	519,862	382	112,616	909	632,478
Porthcawl	-	-	-	-	-	-
TOTALS	2,375	3,937,712	3,345	2,229,936	5,720	6,167,648

SECTION 111. CHARACTER OF SHIPPING AND TRADE DURING THE YEAR.

TABLE C.

Passenger Traffic	{	Number of passengers	INWARDS -	544
		Number of passengers	OUTWARDS -	503

PRINCIPAL IMPORTS AND EXPORTS.

Table C.Cargo Traffic.SWANSEA.Imports in Tons.

Commodity	1952.
Copper and other ores	114,548.
Iron and Steel	525,435.
Timber and Deals	12,804.
Pitwood and Mining Timber	47,605.
Grain and Flour	63,594.
Oil	4,531,981.
Coal and Coke	-
General Merchandise	141,929.
Building sand and road making materials	247,311.
Ballast	1,826.
Fish	3,781.
TOTAL	5,690,814.

Exports in Tons.

Commodity	1952.
Coal and Coke	1,656,672.
Patent Fuel	241,778.
Iron and Steel	100,712.
Tinplates	191,598.
Building and road making materials	6,119.
Grain and Flour	5,841.
Oil	3,684,143.
General Merchandise	66,681.
Vehicles	-
Ballast	4,004.
TOTAL	5,957,548.

Table C.Cargo Traffic.PORT TALBOT.Imports in Tons.

Commodity	1952.
Building and road making materials	20,459
Iron Ore	1,029,998
Other Ores	1,223
Iron and Steel	97,737
Oil and Spirits	4,176
Pitwood and Mining Timber	66,884
Other Timber	4,049
Chemicals and Chemical Fertilisers	1,962
General Merchandise	2,030
Fruit and Vegetables	-
TOTAL	1,228,518

Exports in Tons.

Commodity	<u>1952.</u>
Coal and Coke	257,696
Chemicals and Chemical Fertilisers	29,351
Machinery	29
Tinplates	4
Iron and Steel	17,090
Oil and Spirit	4,708
General Merchandise	555
TOTAL	309,433

Table C.Cargo Traffic.NEATH AND BRITON FERRY.Imports in Tons.

Commodity	1952
Building and Road Making Materials	69,154
Vessels for breaking up	38,617
Scrap	416
TOTAL	108,187

Exports in Tons.

Commodity	1952
Coal and Coke	900
TOTAL	900

Principal Ports from which ships arrive.

Vessels arrived from the following countries and ports:-

<u>Country.</u>	<u>Ports.</u>
Algeria	Algiers, Beni-Saf, Bona, Djidjelli.
Australia	Adelaide, Freemantle, Port Lincoln, Port Pirie, Wallaroo.
Belgium	Antwerp, Ghent, Ostend.
Canada	Halifax, N.S., Montreal, Newcastle, N.B., Port Alfred, Quebec, St. John, N.B., St. John's, N.F.
Corsica	Ajaccio.
Cuba	Jucaro.
Cyprus	Limasol.
Denmark	Aalborg, Copenhagen, Esbjerg, Karlshamm.
Egypt	Alexandria, Port Said, Suez.
Finland	Kotka, Montyluoto.
France	Auray, Baylme, Bordeaux, Boulogne, Brest, Caen, Cherbourg, Dieppe, Dunkirk, Fecamp, Granville Havre, La Rochelle, Lorient, Marseilles, Morlaix, Nantes, Quimper, Rochefort, Rouen, Sables D'Olonne, St. Brieux, St. Malo, St. Nazaire, Vannes.
French Morocco	Casablanca.
French West Africa	Dakar, Pepel.
Germany	Brake, Bremen, Emden, Hamburg, Kiel, Lubeck, Wismar.
Greece	Seriphos, Stratoni, Thermia Island.
Greenland	Faeringehavn.

Principal Ports from which ships arrive.

<u>Country</u>	<u>Ports.</u>
Gold Coast	Takoradi.
Italy	Genoa, Savona.
Koweit	Mena al Ahmadi, Ras Tamura.
Lebanon	Banias, Sidon, Tripoli.
Liberia	Monrovia.
Libya	Benghazi, Tobruk, Tripoli.
Malta	Valetta.
Netherlands	Amsterdam, Rotterdam, <u>Ymuiden</u> .
Netherlands West Indies..	Curacao.
Nigeria.....	Lagos.
Norway	Drammen, Narvik, Oslo, Sauda, Trondheim.
Portugal	Leixoes, Lisbon, Oporto.
Portuguese East Africa ..	Beira.
Spain (Including Canary Islands)	Almeria, Bilbao, Huelva, Santander, Las Palmas.
Spanish Morocco	Ceuta, Melilla.
Straits Settlements ..	Singapore.
Sweden	Göteborg, Kalmar, Karlskrona, Kristinehamn, Malmö, Nynäshamn, Söndsvall.
Tunisia	La Goulette, Tunis.
United States of America.	Freeport, Houston, New York.
U. S. S. R.	Archangel.
Yugo-Slavia.. .. .	Rijeka, Sibenik.

SECTION IV. - INLAND BARGE TRAFFIC.

There is no inland barge traffic at any of the ports under the jurisdiction of the Authority.

SECTION V. - WATER SUPPLY.1. Source of supply for (a) the district, and (b) shipping.

- (a) The Swansea, Neath, and Briton Ferry Docks derive their water from the respective municipal supplies.

The Port Talbot Docks are supplied from two sources, viz:-

The municipal supply and that from the Cwmbrombil Reservoir, the latter being under the control of the Docks and Inland Waterways Executive.

All the water from the above mentioned sources is chlorinated.

- (b) Water mains are laid throughout all the areas of the respective ports. Hydrants are placed conveniently for the supplying of vessels.

2. Report of tests for contamination.

	<u>Total</u>	<u>Satisfactory</u>	<u>Unsatisfactory.</u>
Swansea Docks	14	13	1
Neath and Briton Ferry ..	12	12	0
Port Talbot Docks			
Municipal Supply ..	21	20	1
Cwmbrombil Supply	34	32	2
	81	77	4

Survey of Ships' Drinking Water for 3 years (1950 - 1952).

Nationality	No. of ships Sampled.	Bacteriological Findings.					
		Unsatisfactory				Satisfactory	
		No. with high Bacterial Count.	%	No. with Faecal Pollution	%		%
British	375	184	49	7	1.8	184	49
Dutch	81	42	51.8	1	1.2	38	45.9
Swedish	41	27	65	-	-	14	34
French	27	20	74	2	7.4	5	18.5
Panamanian	25	11	44	-	-	14	56
Danish	19	9	47	-	-	10	52
Norwegian	14	11	78	-	-	3	21
German	10	5	50	1	10	4	40
Greek	7	4	57	-	-	3	42.8
Belgian	5	2		-		3	
Finnish	5	1		1		3	
Eireann	4	1		-		3	
Italian	4	1		-		3	
Costa Rican	3	3		-		-	
Spanish	2	2		-		-	
Egyptian	1	-		-		1	
Hondurian	1	-		-		1	
Liberian	1	-		-		1	
Portuguese	1	1		-		-	
Turkish	1	-		-		1	
Yugo-Slavian	1	-		-		1	
TOTAL	628	324		12		292	

3. Precautions taken against contamination of hydrants and hosepipes.

Hydrants of the recessed type are covered when not in use.

Hosepipes and fittings are carried to the hydrants by means of 4 hand and 2 electrically propelled trucks, and when not in use are stored in locked receptacles.

All hosepipes and fittings are flushed out before use. Regular routine water sampling is carried out.

4. Number and sanitary condition of water boats, and powers of control by the Authority.

No water boats are used in any ports under the jurisdiction of the Authority.

SECTION VI - Public Health (Ships) Regulations 1952.

1. LIST OF INFECTED AREAS (Regulations 6).

Arrangements for the preparation and amendment of the list, the form of the list, the persons to whom it is supplied, and the procedure for supplying it to those persons.

This list is compiled from the confidential weekly record of quarantinable diseases received from the Ministry of Health.

Each new weekly record received is subject to close scrutiny and any fresh infected or suspected ports or areas are noted and amendments made.

The list so prepared states the name of the continent, followed by the name of the country and place, also the nature of the infection.

Lists of the Infected areas are posted to the following persons:-

Chief Preventive Officer, H.M. Customs, Swansea.

Chief Preventive Officer, H.M. Customs, Port Talbot.

Secretary, Swansea Pilotage Authority.

Secretary, Port Talbot Pilotage Authority.

Dockmaster, Docks & Inland Waterways Executive, King's Dock, Swansea.

2. RADIO MESSAGES.

- (a) Arrangements for sending permission by radio for ships to enter the district. (Regulation 13).

There are no such arrangements.

- (b) Arrangements for receiving messages by radio from ships and for acting thereon. (Regulation 14 (1) (a) and (2).)

Arrangements have been made for the reception (and decoding if necessary) of wireless messages sent direct to the Port Health Office, and the telegraphic address "Portelth" Swansea has been registered by the Post Office. After office hours, arrangements have been made with the G.P.O. for such messages to be received at either the private residence of that of the Medical Officer of Health or that of his Chief Inspector.

Wireless messages are also received through Agents approved by the Port Health Authority, and they are

Messrs. Burgess & Co., Queen's Buildings, Cambrian Place, Swansea.
 Messrs. Simpson Bros., Queen's Buildings, Cambrian Place, Swansea.
 Messrs. T. H. Couch Ltd., 6 and 6a Wind Street, Swansea.
 Messrs. Ambrose Davies & Matthews Ltd., Coleridge House, Swansea.
 Messrs. Wm. Cory & Sons Ltd., Letricheux Buildings, Swansea.

3. NOTIFICATIONS OTHERWISE THAN BY RADIO. (Regulations 14 (1) (b).)

Arrangements for receiving notifications otherwise than by radio and for acting thereon.

If a ship is not equipped with radio the Master is able to communicate visibly with Mumbles Ship Signal Station, by means of flag or Morse lamp signals.

Such communications are transmitted by telephone to the Central Office of the Authority. The Pilot cutter through its radio-telephone is also able to pass on information from the ship to the Dockmaster's Office, and thence by telephone to the Port Health Office.

Officers of the Waterguard of H.M. Customs and Excise also notify any case of sickness occurring on board a vessel arriving in Port.

If after Office hours the Medical Officer of Health or Chief Sanitary Inspector are contacted by telephone.

4. MOORING STATIONS. (Regulations 22 - 30).

Situation of stations, and any standing directions issued under these Regulations. (a) within the docks: (b) outside the docks.

Swansea.

(a) Inner Mooring Stations. The ship's ordinary place of mooring, loading or discharging, or a fixed buoy in the Queen's Dock for use as and when directed by the Port Medical Officer of Health.

(b) Outer Mooring Stations.

- (i) The jetty at entrance to the King's Dock Basin, for vessels bound to King's, Queen's or Prince of Wales Docks.
- (ii) The jetty at entrance to South Dock for vessels bound to the South Dock.
- (iii) The jetty at entrance to North Dock Basin for vessels bound to North Dock Basin or River.

Port Talbot.

(a) Inner Mooring Stations. The harbour, or the ship's ordinary place of mooring, discharge or loading or the nearest available buoy.

Briton Ferry and Neath.

(a) Inner Mooring Stations. The River Neath from its mouth to Neath, or the ship's ordinary place of mooring, discharge or loading or the nearest available buoy.

In the past the Mumbles Anchorage has been designated as an additional mooring station outside the Docks, but experience has shown that the vast majority of ships waiting to berth, lie outside the limits of the Port Health Authority's jurisdiction, depending on the draft of the vessels and the state of the tide. In stormy weather, however, the vessels would possibly have to weigh anchor and seek the lee of the Devonshire coast or put to sea.

Thus the Mumbles Anchorage should not be regarded as an additional mooring station.

Again it is felt that in the event of a ship arriving in the roads with a person suffering from one of the quarantinable diseases, that the disposal of the case and the subsequent disinfecting of the ship etc. could only be done satisfactorily after the ship has either tied up at one of the above mentioned outer or inner mooring stations. There are no standing directions issued under these regulations.

ARRANGEMENTS FOR -5. (a) Hospital accommodation for infectious diseases (other than smallpox).

Cases of infectious diseases other than smallpox are admitted to the following isolation hospitals:-

Swansea.

Hill House.

Neath River and Briton Ferry.

Groeswen.

Bridgend.

Maesteg.

Port Talbot.

Groeswen.

Cefn Hirgoed, Bridgend.

(b) Surveillance and follow up of contacts.

Contacts who remain on board ship are kept under daily observation by a member of the Port Health Authority's staff.

Suspicious cases are sent to Hospital for observation.

In regard to contacts who are allowed to leave the ship, their names and addresses are obtained, and the Medical Officer of Health of the districts to which they are proceeding are informed by letter, giving the necessary information. Further, such contacts are given printed pre-paid postcards (P.S.) informing them of their obligations to report if they go to any address other than stated on disembarkation.

(c) Cleansing and disinfection of ships, persons, clothing and other articles.

When a cabin, berth or forecastle of a ship requires cleansing a notice is served on the Master, and this cleansing is carried out by members of the crew or by persons employed by the shipping company, to the satisfaction of the Port Health Inspector.

In all cases of infectious disease, after removal of the patient, disinfection of the quarters is carried out by fumigation with formalin, followed

by thorough washing and scrubbing down with hot water and soap, and finally by complete ventilation. Bedding and clothing which require it are removed for steam disinfection.

Verminous clothing and bedding are removed for steam disinfection at Hill House Isolation Hospital, whilst the cleansing of verminous persons is performed at the Swansea Corporation's Cleansing Station, Trinity Place.

If the degree of infestation is not confined to a limited part of the ship, then disinfection by means of hydrogen cyanide gas is performed by approved contractors under the supervision of the Port Health Inspectors.

In the event of bug-infestation being present in a cabin, the hollow iron framing of the bunks etc., in which the bugs generally live, is flamed with a blow lamp, and cabin sides are sprayed with a D.D.T. preparation, whilst all open seams and joints in the cabin walls, after spraying, are sealed.

SECTION VII - Smallpox.

1. Name of Isolation Hospital to which smallpox cases are sent from the district.

Cases of smallpox would be admitted to the Penrhys Smallpox Hospital in the Rhondda.

2. Arrangements for transport of such cases to that hospital by ambulance, giving the name of the Authority responsible for the ambulance and the vaccinal state of the ambulance crews.

Ambulance transport for the conveyance of smallpox patients to hospital would be made available by the Swansea County Borough Council in the case of Swansea, and Glamorgan County Council for the ports of Neath River, Briton Ferry and Port Talbot.

All ambulance crews of the Swansea Corporation are periodically vaccinated and in the event of an outbreak of smallpox all would be re-vaccinated.

3. Names of smallpox consultants available.

Dr. G. Emrys Harries, Medical Superintendent, City Isolation Hospital, Canton, Cardiff. Telephone number - Cardiff 21466,

Dr. G. F. J. Thomas, St. Davids Hospital, Cardiff. Cardiff 20441 & 20478.

4. Facilities for laboratory diagnosis of smallpox.

Specimens for laboratory diagnosis of smallpox would be sent to the following:-

Public Health Laboratory,
Institute of Preventive Medicine,
The Parade,
Cardiff.

SECTION VIII - Venereal Disease.

Information as to the location, days and hours of the available facilities for the diagnosis and treatment of venereal disease among merchant seamen under international arrangements, including in-patient treatment and the steps taken to make these facilities known to seamen.

There are 2 clinics available for the diagnosis and treatment of venereal disease, - one at the Swansea General Hospital and the other at Port Talbot.

The times of these clinics are:-

	<u>Swansea.</u>	<u>Port Talbot.</u>
Monday	2 p.m.	2.30 - 4.30 and 5 - 8 p.m.
Tuesday	7 p.m.	
Wednesday	6 p.m.	
Thursday		10.30 - 1.0 p.m. and 2 - 4 p.m.
Friday	7 p.m.	

In-patient treatment is available at Swansea General Hospital and at Groeswen Isolation Hospital, Port Talbot.

Enquiries are always made on board ship as to the existence of venereal disease amongst members of the crew. Leaflets for information on the dangers of venereal diseases and on facilities for treatment are issued by the Port Health Inspectors, also printed cards giving the times of clinics.

Number of Seamen cases admitted for Treatment at the
Venereal Disease Clinics.

<u>SWANSEA CLINIC.</u>				<u>PORT TALBOT CLINIC.</u>			
	<u>1950</u>	<u>1951</u>	<u>1952</u>		<u>1950</u>	<u>1951</u>	<u>1952</u>
Syphilis	40	24	20	Syphilis	14	4	6
Soft Chancre	-	-	-	Soft Chancre	1	1	2
Gonorrhoea	165	95	123	Gonorrhoea	35	29	25
Others	104	93	135	Others	79	37	156
<hr/>				<hr/>			
TOTALS	309	212	278	TOTALS	129	71	189
<hr/>				<hr/>			

SECTION IX CASES OF NOTIFIABLE AND OTHER INFECTIOUS DISEASES ON SHIPS.

TABLE D.

Category	Disease	Number of cases during the year		Number of ships concerned.
		Passengers	Crew	
Cases landed from ships from Foreign Ports.	Chickenpox	-	1	1
	Paratyphoid	-	1	1
	Pneumonia	-	1	1
	Tuberculosis	-	1	1
Cases which have occurred on ships from Foreign Ports but have been disposed of before arrival.	Chickenpox	-	2	1
	Malaria	-	1	1
	Pneumonia	-	1	1
	Smallpox	-	1	1
	Tuberculosis	-	1	1
Cases landed from other ships.	Chickenpox	-	1	1
	Tuberculosis	-	1	1

Measures taken in regard to the Smallpox case are outlined in the preface.

SECTION X - Observations on the occurrence of malaria in ships.

One ship arrived from the Gold Coast having had a case of malaria on board while at Takoradi.

On arrival at Swansea the Master reported that the patient had fully recovered. No other cases were reported.

SECTION XI - Measures taken against ships infected with or suspected for plague.

No plague infected or suspected ships arrived.

SECTION XII - Measures against rodents in ships from foreign ports.

1. Procedure for inspection of ships for rats.

All vessels arriving are systematically searched for the presence or absence of rats, which is carried out by a rat searcher working in conjunction with and under the guidance of a Port Health Inspector. The inspection is first performed on vessels due for renewal of Deratting Exemption Certificates issued in accordance with Article 52 of the International Sanitary Regulations and inquiries are always made as to mortality amongst rats on board ships.

Continual inspection and diagnostic trapping is carried out by the rat searcher. During the discharge of cargo, vessels are re-visited and searched for dead rats, particular attention being paid to a vessel arriving from a plague infected or suspected port.

Rodent Infestation.

The number of rats destroyed in all vessels was 41.

170 mice were also destroyed in two vessels.

2. Arrangements for the bacteriological or pathological examination of rodents, with special reference to rodent plague, including the number of rodents sent for examination during the year.

Rats captured on vessels are examined by Inspectors before cremation and specimens are selected for bacteriological examination.

Selected specimens are sent to the Beck Pathological Laboratory, Swansea General Hospital for examination.

The number of rats sent for examination was 10. All results were negative.

3. Arrangements in the district for deratting ships, the methods used, and if done by a commercial contractor, the name of the contractor.

1. Routine Trapping.
2. Poison baits.
3. Hydrogen cyanide gas (cyanosorb or liquid cyanide).

When cases arise that the rat population is such that fumigation is necessary, the Master of the ship is advised by the Port Health Authority to engage through his agents, the services of a commercial contractor for the carrying out of the fumigation with Hydrogen Cyanide.

Names of contractors are as follows:-

1. General Fumigation Co. Swansea.
2. D. Thomas & Co., Cardiff.
3. B. D. Gibbs & Son, Newport, Mon.

Each fumigation is supervised by an Inspector.

4. Progress in the rat-proofing of ships.

There is considerable progress in the rat-proofing of ships, viz:-

1. Less wood is used in their construction.
2. Tendency of ship builders to fit wells instead of bilges in ships' holds.

3. All accesses to holds viz. - ventilators and air ducts are well covered with strong mesh wire.
4. The disappearance of coal bunker spaces, eliminates considerable harbourage for rats.

Modern vessels are mostly diesel driven or have oil fired boilers.

TABLE E.Rodents destroyed during the year in ships from foreign ports.

Category	Number
Black rats	41
Brown rats	-
Species not known	-
Sent for examination ..	10
Infected with plague ..	-

(a total of 170 mice were destroyed on two vessels).

In Docks, Quays, Wharves and Warehouses.

Represents shore rat work carried out by the Swansea and Neath Local Authorities.

Category	Number
Black rats	58
Brown rats	1515
Species not known	-
Sent for examination ..	7*
Infected with plague ..	-

* Rats submitted for bacteriological examination were from Swansea Corporation Health Department.

No rats were caught at Port Talbot.

TABLE F.

Deratting Certificates and Deratting Exemption Certificates issued during the year for ships from foreign ports.

No. of Deratting Certificates issued.					Number of Exemption Certificates issued	Total Certificates issued.
After fumigation with	After trapping	After poisoning	Total			
H.C.N.	Other fumigant (State method)					
5	-	-	-	5	224	229

{ a total of 168 mice was destroyed on one vessel }

Number of Deratting and Deratting Exemption Certificates issued from individual ports under the jurisdiction of the Authority.

Net Tonnage	Swansea	Neath	Port Talbot	Total
Ships up to 300 tons	34	-	18	52
" from 301 to 1,000 tons ..	43	-	8	51
" from 1,001 to 3,000 tons	13	-	14	27
" from 3,001 to 10,000 tons	99	-	-	99
" over 10,000 tons	-	-	-	-
TOTALS	189	-	40	299

PREVENTION OF DAMAGE BY PESTS ACT, 1949
APPLICATION TO SHIPPING ORDER 1951.

147 Rodent Control Certificates were issued under the above order,
 137 at Swansea and 10 at Port Talbot.

All vessels granted Rodent Control Certificates were found to be free from rats and mice.

SECTION XIII. Inspection of ships for nuisances.TABLE G.INSPECTIONS AND NOTICES.

Nature and number of Inspections.	Notices served		Result of serving Notices.
	Statutory Notices	Other Notices.	
* 4,859 vessels inspected by Sanitary Inspectors.	Nil	+ 165	154 compiled with. 2 Vessels, work partially completed. 9 Vessels, work not completed.

* Nature of nuisances and sanitary defects consisted chiefly of sanitary defects in crews accommodation; dirty fresh water tanks; verminous forecattles and berths; defective side ports.

+ Comprises 119 Written Informal Notices and 46 oral Instructions.

A written notice is served in every case except where the nuisance is being remedied forthwith.

To enforce compliance with these notices and to investigate cases of sickness 436 revisits were made by the Inspectors.

SECTION XIV - Public Health (Shell-fish) Regulations 1934 and 1948. Information respecting any shell-fish beds or layings within the jurisdiction of the Authority stating whether they are, in the opinion of the Medical Officer of Health, liable to pollution. A report of any action taken, which should state whether any prohibited area has been prescribed, should be included.

No oyster landings were made within the area of the Authority during the year. No applications for licences to dredge for oysters were made to the South Wales Sea Fisheries Committee.

Cockles are obtainable in Swansea Bay, but the beds are not worked as an industry. The Fisheries Committee sow cockles in the Bay to encourage fish to come in to feed.

There is no shell-fish cleansing plant in the area.

No action was taken or required.

No prohibited area has been prescribed.

SECTION XV - Medical Inspection of Aliens (applicable only to ports approved for the landing of aliens.)

1. List of Medical Inspectors of Aliens holding Warrants of Appointment.

Dr. E. B. Meyrick, Port Medical Officer of Health.

Dr. R. Glenn, Deputy Port Medical Officer of Health.

2. List of other staff engaged on this work.

None.

3. Organisation of work.

All Aliens who seek residence in this country are examined on arrival.

4. Nature and amount of Aliens Traffic.

Alien traffic is small and consists chiefly of visitors and business people.

Details for the year 1952 are as follows:-

	<u>Swansea</u>	<u>Port Talbot.</u>
(a) Number of vessels carrying Alien passengers	72	23
(b) Number of vessels dealt with by the medical inspector of Aliens	8	0
(c) Number of Aliens medically examined	≠ 23	0

* Includes 1 Supernumerary and 3 Stowaways.

5. Accommodation for medical inspection and examination.

Usually adequate facilities are available on board ship for such examinations. In the event of such facilities not being available, the Port Health Office at the King's Dock Lock, or at the Central Office of the Port Health Authority, Swansea, are used. At Port Talbot, the Authority's Office there, can be used in an emergency.

MISCELLANEOUS SECTION XVI.Arrangements for the burial on shore of persons who have died on board ship from Infectious Disease.

Full details and relevant information concerning the death would be first ascertained and investigated, the body being examined on board ship.

H.M. Customs the Ministry of Transport (Local Office) and the Coroner would be informed.

The body would remain on board completely isolated pending its removal by the Undertakers who would be employed by the local Agents of the ship, direct for burial. In the event of the person having died from one of the Conventional Diseases, every endeavour would be made for the body to be cremated.

Supervision of the removal of the body and any necessary disinfection or disinfection would be carried out by members of the Port Health Staff.

Nationality of Vessels Inspected.

Nationality	SWANSEA			NEATH.			PORT TALBOT.			PORTHCAWL.		
	Steam	Motor	Total	Steam	Motor	Total	Steam	Motor	Total	Steam	Motor	Total
Belgian	13	4	17	-	-	-	2	1	3	-	-	-
British	1,693	1,157	2,850	3	-	3	213	149	362	-	-	-
Canadian	4	-	4	-	-	-	-	-	-	-	-	-
Chinese	1	-	1	-	-	-	5	-	5	-	-	-
Costa Rican	25	-	25	-	-	-	25	4	29	-	-	-
Danish	47	27	74	-	-	-	-	-	-	-	-	-
Dutch	3	476	479	-	-	-	197	197	394	-	-	-
Egyptian	-	-	-	-	-	-	-	1	1	-	-	-
Firearm	9	21	30	-	-	-	-	6	6	-	-	-
Finnish	15	2	17	-	-	-	5	-	5	-	-	-
French	94	7	101	-	-	-	53	11	64	-	-	-
German	19	32	51	-	-	-	9	5	14	-	-	-
Greek	6	-	6	-	-	-	8	-	8	-	-	-
Hondurian	1	-	1	-	-	-	-	-	-	-	-	-
Icelandic	-	1	1	-	-	-	-	-	-	-	-	-
Indian	2	-	2	-	-	-	-	-	-	-	-	-
Israeli	1	-	1	1	-	1	-	-	-	-	-	-
Italian	19	12	31	-	-	-	6	-	6	-	-	-
Japanese	-	1	1	-	-	-	-	-	-	-	-	-
Liberian	5	1	6	-	-	-	9	-	9	-	-	-
New Zealand	1	-	1	-	-	-	-	-	-	-	-	-
Norwegian	49	108	157	-	-	-	14	-	14	-	-	-
Panamanian	30	5	35	-	-	-	21	-	21	-	-	-
South African	1	-	1	-	-	-	-	-	-	-	-	-
Spanish	7	-	7	-	-	-	5	-	5	-	-	-
Swedish	60	37	97	-	-	-	40	39	79	-	-	-
Swiss	1	1	2	-	-	-	-	-	-	-	-	-
Syrian	1	-	1	-	-	-	-	-	-	-	-	-
Turkish	-	-	-	-	-	-	-	2	2	-	-	-
U.S.A.	17	-	17	-	-	-	4	-	4	-	-	-
Yugo-Slavian	4	-	4	-	-	-	1	-	1	-	-	-
TOTALS	2,128	1,892	4,020	4	-	4	420	415	835	-	-	-

NUISANCES AND DEFECTS DEALT WITH.

Nature of Nuisance or Defect	Swansea	Neath	Port Talbot	Porthcawl	Total.
Forecastles, berths, cleansed, painted, etc.	10	-	3	-	13
Waterclosets, ditto.	4	-	5	-	9
Defective or dirty bunks in forecastles	2	-	-	-	2
Defective or dirty water tanks	40	-	24	-	64
Damp quarters caused by leaky decks over berths and defective wood linings	10	-	-	-	10
Leaking hose pipe in forecastles	2	-	-	-	2
Vermineous forecastles berths, etc.	57	-	1	-	58
Dirty messrooms, bathrooms, lavatories and wash-houses	7	-	9	-	16
Insufficient lighting; defective side ports, deck prisms etc.	27	-	4	-	31
Insufficient ventilation of crews' spaces	1	-	1	-	2
Defective ventilators in ditto	2	-	-	-	2
Defective forecastle and berth doors	1	-	-	-	1
Defective table in forecastle	1	-	-	-	1
Defective and dirty cocks' galley	1	-	-	-	1
Defective and dirty provision storerooms, pantries, food lockers, vegetable lockers etc.	6	-	4	-	10
Defective drainage in forecastles, berths and alleyways	11	-	-	-	11
troughs, flushing, light, soil pipes etc. in W.C.'s.	28	-	1	-	29
Insufficient heating; defective stove and stove pipes, radiators etc.	9	-	2	-	11
Defective wash-hand basins and waste pipes	2	-	-	-	2
Defective shower spray	1	-	-	-	1
Defective fresh water pipe in wash-house	1	-	-	-	1
Ballast tank leaking into forecastles	1	-	-	-	1
Insufficient clothes lockers	1	-	-	-	1
Officers' bathroom used as storeroom for vegetables ..	1	-	-	-	1
TOTALS	226	-	54	-	280

Defects in Vessels.

	<u>Swansea</u>	<u>Neath</u>	<u>Port Talbot</u>	<u>Porthcawl</u>	<u>Total</u>
(a) Original construction	2		1		3
(b) Wear and tear	97		2		99
(c) Dirt and vermin	127		51		178
(d) Alterations					
TOTALS	226		54		280

RETURN OF CASES OF SICKNESS, INJURY ETC., FOUND ON VESSELS ENTERING THE PORT
OR OCCURRING DURING STAY IN PORT.

Abscess	3
Acne	1
Appendicitis	2
Boils	2
Bronchitis	3
Burns	1
Carcinoma	2
Chickenpox	2
Cold	13
Colic	3
Conjunctivitis	1
Cyst	1
Cystitis	1
Dermatitis	5
Diarrhoea	12
Duodenal Ulcer	2
Dyspepsia	4
Eczema	2
Epididymitis	1
Epilepsy	1
Fibrositis	3
Gastric Ulcer	4
Haematuria	1
Heart Disease	3
Hernia	1
Influenza	3
Inguinal Abscess	1
Haematemesis	1
Injury	35
Jaundice	1
Lumbago	2
Mental Illness	1
Nephritis	2
Neuralgia	1
Otitis Media	5
Paratyphoid	1
Pneumonia	1
Prickly Heat	1
Pulmonary Tuberculosis	2
Rheumatism	6
Sunstroke	1
Sinusitis	1
Tonsillitis	3
Urticaria	1
Varicocele	1
Varicose Veins	1
Venereal	26

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Of the above, 53 were treated in hospital or at Clinic,
 10 proceeded to their homes, 108 were treated on board.

Food Inspection.Public Health (Imported Food) Regulations, 1937 and 1948.

At the fish market, 75,608 cwts. of mixed fish, chiefly from the fishing grounds off the Irish Coast were landed. All fish is inspected at the time of landing. Condemned or unsold fish and fish offal is removed daily to the fish meal factory, to be converted into fish manure, etc.

Other foods inspected were grain and flour 63,594 tons, general merchandise which includes potatoes, sugar, margarine, butter, cooking fats, canned meat, canned fruit, coffee essence, pickling cabbage, onions, biscuits and confectionery 141,929 tons. All were found in good condition, except small quantities damaged by sea or other causes. All unsound food withheld from human consumption was, with few exceptions, disposed of locally. When sent to another district, the consent of the Medical Officer of Health for the receiving district is first obtained.

Description.	Amount of Unsound Food-stuffs dealt with				How disposed of
	Tons.	Cwts.	Qrs.	Lbs.	
Fish (mixed)	2	16	0	0	To fish Meal Factory.
Kippers	0	0	0	14	Destroyed.
Lambs' Livers	0	0	0	10	do.
Peaches (Canned)	0	0	0	20	do.
TOTAL	2	16	1	16	

Ships' Stores from a number of vessels -
condemned as unfit for human consumption.

Description.	Amount of Unsound Food-stuffs dealt with				How disposed of.
	Tons.	Cwts.	Qrs.	Lbs.	
Flour	6	10	3	9	For animal food.
Apples (dried)	-	-	1	4	
Bacon	-	3	2	8	
Cornflour	-	-	-	19	
Currents	-	-	3	11	To tallow factory for treatment and animal food.
Milk (Tinned)	-	-	-	24	
Mutton & Lamb	-	1	3	9	
Pearl Barley	-	1	0	8	
Pickles	-	-	-	14	
Porridge Oats	-	-	3	16	
Prunes	-	-	1	19	
Raisins	-	-	1	17	
Rice	-	5	-	-	
Sago	-	-	2	-	
Tapioca	-	-	-	14	
TOTAL	7	6	1	4	

GRAND TOTAL, UNSOUND FOODSTUFFS DEALT WITH	Tons. 10	Cwts. 2	Qrs. 2	Lbs. 20
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Food and Drugs (Whalemeat) Regulations, 1949.

Not applicable.

FOOD INSPECTION.Public Health (Meat) Regulations, 1924.

Not applicable.

Public Health (Imported Milk) Regulations, 1926.

No milk to which the above regulations apply was imported.

Public Health (Preservatives etc., in Food) Regulations, 1925 to 1948.

Number of Samples of Food examined by:-

- (a) Bacteriologist - Nil.
- (b) Analyst - 17.

<u>Nos.</u>	<u>Nature of Sample.</u>	<u>Result of examination.</u>
1 - 12	Canned Japanese Mandarin Oranges.	Genuine Tin = 1.5 grain per lb.

Samples 1 - 12 were free from preservatives.

They contained only insignificant amounts of tin, in no case more than 1.5 grains per lb. and there was no contamination with other metals.

<u>No.</u>	<u>Nature of Sample.</u>	<u>Result of examination.</u>
13.	Canned Yellow Cling Peaches	Genuine
14.	Canned Yellow Cling Peaches (Diced)	Genuine
15.	Canned Bartlett Pears	Genuine
16.	Canned Stewed Steak	Genuine
17.	Canned Luncheon Meat	Genuine.

Samples 13 - 17 contained only insignificant amounts of tin, the highest amount being 0.77 grains per lb. in sample 13. There was no contamination with other metals, and all samples were of satisfactory quality.

These samples were free from preservatives.

The widely accepted maximum in limit for tin in canned foods is 2.0 grains per lb.

The Parrots (Prohibition of Import) (Revocation) Regulations, 1951.

These regulations came into operation on the 8th day of January 1952, thereby revoking The Parrots (Prohibition of Import) Regulations, 1930.

Dangerous Drugs.

Dangerous Drugs (No. 3) Regulations 1923 amending the Dangerous Drugs Regulations 1921.

No. of Certificates issued during the year 2.

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职务: _____
Post

单位: _____
Unit

No: _____ Date: _____

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